

*AMENDMENTS TO THE CLAIMS*

This listing of claims replaces all prior versions, and listings, of claims in the application.

1. (Currently Amended) A motor vehicle including: a body; a vehicle compartment; interior trim panels attached to the body[[,]] and separating the body from the interior of the vehicle; an airbag attached to the body[[,]] and ~~normally~~ located between the body and the interior trim panels when the airbag is in standby; means ~~of~~for inflating the airbag in case of impact[[,]]; and at least one guide strap, ~~usually~~ extending from the body to the interior trim panels when the airbag is in standby, where ~~one~~ a first end of said strap is attached to the body, and ~~the~~ a second, opposite end of the strap is attached to the airbag, where the inflation of the airbag makes ~~it~~the airbag deploy towards the vehicle compartment, thereby drawing the strap with it, wherein means ~~of~~for separating the interior trim panels from the body are provided[[,]] in order to facilitate the deployment of the strap when the airbag is inflated.
2. (Currently Amended) A vehicle according to Claim 1, wherein the means ~~of~~for separating the interior trim panels include a floating ramp attached to the body and capable of pivoting away from said body from a standby position[[,]] relatively close to the body[[,]] to a deployed position[[,]] relatively further from the body, where the interior trim is attached to the floating ramp[[,]] and the airbag pushes the floating ramp from its standby position to its deployed position when ~~it~~the airbag is inflated.
3. (Currently Amended) A vehicle according to ~~Claims~~ Claim 2, wherein the floating ramp includes means ~~of~~for stopping ~~the travel of~~ the floating ramp from pivoting between its standby and deployed positions.
4. (Currently Amended) A vehicle according to Claim 2, wherein the means ~~of~~for separating the interior trim include a fixed ramp attached to the body and bearing a first locking device, with the floating ramp bearing a second locking device[[,]] acting with the first in order to temporarily lock the floating ramp in ~~its~~ standby position as long as the pressure exerted by the airbag against the interior trim remains below a first predetermined

threshold, and freeing the floating ramp from its standby position once the pressure exerted by the airbag against the interior trim exceeds the first predetermined threshold.

5. (Currently Amended) A vehicle according to Claim 4, wherein the floating ramp includes a ~~easting~~ casing that houses the second locking device and to which the interior trim is attached, and at least one bottom lug incorporated into the ~~easting~~, casing and engaged into a corresponding housing in the fixed ramp, the housing having a bottom and the floating ramp resting against the bottom of the housing by means of said lug[[],] and going from its standby position to its deployed position by pivoting on said bottom lug.

6. (Currently Amended) A vehicle according to Claim 4, wherein the interior trim includes at least a first panel which is secured to the floating ramp, a second panel next to the first panel which is secured to the floating ramp, a second panel next to the first and positioned with respect to the airbag in such a way that upon inflation, the airbag pushes the second panel away from the body, and a means ~~of~~for connecting the first and second panels that transmits to the first panel the pressure applied to the second panel until said pressure exceeds a second predetermined threshold which is higher than the first, where beyond the second threshold, the means ~~of~~for connection allow the first and second panels to be mutually separated, thereby defining an opening through which the airbag is deployed inside the vehicle.

7. (Previously Presented) A vehicle according to Claim 6, wherein the floating ramp includes an upper side which faces the airbag and extends between the body and an area of the interior trim in which the opening is created when the airbag is inflated.

8. (Currently Amended) A vehicle according to Claim 7, wherein the upper side of the floating ramp is defined[[],] on the side of the interior trim[[],] by an inner edge, the first panel having an upper edge which is parallel and close to the inner edge, the second panel having a lower edge fitted between said inner edge and said upper edge.

9. (Previously Presented) A vehicle according to Claim 6, wherein the first panel includes at least one locking tab which snaps into a corresponding lock opening in the floating ramp.

10. (Previously Presented) A vehicle according to Claim 4, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

11. (Currently Amended) A vehicle according to Claim 3, wherein the means ~~of for~~ separating the interior trim include a fixed ramp attached to the body and bearing a first locking device, with the floating ramp bearing a second locking device~~[,]~~ acting with the first in order to temporarily lock the floating ramp in its standby position as long as the pressure exerted by the airbag against the interior trim remains below a first predetermined threshold~~[,]~~ and freeing the floating ramp from its standby position once the pressure exerted by the airbag against the interior trim exceeds the first predetermined threshold.

12. (Currently Amended) A vehicle according to Claim 5, wherein the interior trim includes at least a first panel which is secured to the floating ~~ram~~ ramp, a second panel next to the first panel which is secured to the floating ramp, a second panel next to the first and positioned with respect to the airbag in such a way that upon inflation, the airbag pushes the second panel away from the body, and a means ~~of for~~ connecting the first and second panels that transmits to the first panel the pressure applied to the second panel until said pressure exceeds a second predetermined threshold which is higher than the first, where beyond the second threshold, the means ~~of connection for connecting~~ allow the first and second panels to be mutually separated, thereby defining an opening through which the airbag is deployed inside the vehicle.

13. (Previously Presented) A vehicle according to Claim 7, wherein the first panel includes at least one locking tab which snaps into a corresponding lock opening in the floating ramp.

14. (Previously Presented) A vehicle according to Claim 8, wherein the first panel includes at least one locking tab which snaps into a corresponding lock opening in the floating ramp.

15. (Previously Presented) A vehicle according to Claim 5, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

16. (Previously Presented) A vehicle according to Claim 6, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

17. (Previously Presented) A vehicle according to Claim 7, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

18. (Previously Presented) A vehicle according to Claim 8, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

19. (Previously Presented) A vehicle according to Claim 9, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

20. (New) A motor vehicle including: a body; a vehicle compartment; interior trim panels attached to the body and including a rear pillar panel and a roof liner separating the body from the interior of the vehicle; an airbag attached to the body and located between the

body and the interior trim panels when the airbag is in standby; means for inflating the airbag in case of impact; and at least one guide strap, extending from the body to the rear pillar panel when the airbag is in standby, where a first end of said strap is attached to the body, and the second opposite end of the strap is attached to the airbag, where the inflation of the airbag makes the airbag deploy towards the vehicle compartment, thereby drawing the strap with it, wherein means for separating the rear pillar panel from the body are provided in order to facilitate the deployment of the strap when the airbag is inflated.

21. (New) A vehicle according to claim 20, wherein the means for separating the rear pillar panel from the body include the roof liner which is movable by inflation of the airbag and is adjoined to the rear pillar panel so that the roof liner pushes the rear pillar panel away from the body upon at least partial displacement during inflation of the airbag.